

POISON FROM THE SKY

— The 'Chemtrails' Crisis —

*Mystifying
respiratory disease
outbreaks across
the United States
are coinciding with
sightings of aircraft
that criss-cross the
skies with lingering
contrails.*

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Two years ago, William Wallace was ploughing fields on a ranch in Washington state when someone declared war on him. Without warning, a US Navy *Intruder* swooped low, spraying the fields with a fine mist. "I got real sick for about three weeks," Wallace relates. "My eyes watered. Fluid came out of my nose. And then I got headache and my eyes watered. I couldn't lift my arm above my head for days and days. It hurt so bad, I couldn't comb my hair." Complaining that he was doing half the work, his boss let him go.

Throughout the following summer, Wallace and his wife Ann watched high-flying jets work the skies above the cabin they were building in Washington's remote mountainous country near Kettle Falls. Day after day, pairs of multi-engined craft criss-crossed the sky, forming "X"s and elaborate grid patterns with emissions resembling contrails.

But unlike normal contrails which dissipate soon after swirling ice-crystals off wingtips and engines, these billowing streamers emanating from the tails of the mystery aircraft hung in the clear, blue sky for hours. Refracting an oily purple colour in sunlight, the woven rows of "chemtrails" gradually thickened into a solid overcast that wept long, feathery streamers toward the ground.

William and Ann kept getting sick. Every time the jets came over, they tasted something strong and strange. Extremely fatigued, they would end up in bed with severe headaches. "I must've had 15 nosebleeds last summer," Wallace added. "I'd blow my nose and it would bleed. And I never had that before."

To the Wallaces' horror and their veterinarian's bewilderment, their cat's face became half-paralysed and started to dissolve. When the cat died, Wallace went to Channel 2 television news with his story. The newsmen refused to believe him, but someone heard Wallace's outcry.

Two days after a pair of fighter jets buzzed their cabin, leaving chemtrails in their wake, a turbo-prop aircraft, painted white with blue wingtips, dived over the house, spraying something that came down and hung over their property, making them both sick.

"That propellor plane," William Wallace realised, "was tellin' me to shut up."

Wallace grabbed his backpack and headed up into the mountains around Yosemite for some respite. Climbing through an alpine forest at 8,000 feet near Bass Lake, 50 miles north of Fresno, the beleaguered American was startled to see what looked like cobwebs drifting out of the sky. As he watched, long strands draped from the silent trees for hundreds of feet. When a wondering Wallace wadded some of the lightweight substance into a marble-sized ball, it just disintegrated.

On New Year's Day, 1999, William Wallace was outside splitting wood when the fighters returned, making three passes. That evening, another jet came over and Wallace showed Ann the lingering chemtrails woven in a silver tracery against the Moon. About six the next morning, Wallace became sick with diarrhoea. Along with a neighbour who had also been outside doing chores all day, Wallace suffered from diarrhoea—"all day; the worst I ever had it," he said. Both of their wives, who remained indoors, suffered no ill-effects from those attacks.

SIGHTINGS FROM THE TWILIGHT ZONE—OR *THE X-FILES*...

Wallace didn't know it then, but offshore in the Gulf of Mexico, 23 miles out from Corpus Christi, Texas, a roughneck responsible for maintaining oil platforms had entered the Twilight Zone last Christmas.

Alighting from a helicopter to effect repairs on five different rigs, this technician was stunned to see a "white web or angel hair-type stuff" draping each platform. Whatever it

was, he had never seen it before. Nor had the pilot of the helicopter, who had been flying to the rigs for years.

"It covered several platforms that were miles apart," the oil worker told me. "The substance was not sticky but stringy, web-like, white in colour and just clinging to the structure flowing in the wind. It really was annoying having to walk through it. However, the next day it was gone! Not a trace anywhere."

A few weeks later in Sallisaw, Oklahoma, Mary Young turned her attention from late-night TV to listen as a circling aircraft drew closer and closer. Suddenly the prop plane thundered right over the house, so low that the windows rattled. Everything shook. And something that sounded like sand rattled against the windows. Now the 50-year-old Native American says: "I keep coughing phlegm that tastes bad. My eyes hurt, my joints hurt. I'm not catchin' my breath right. I can't get rid of this cold. I've had this bad headache—it's not just a headache. My eyeballs hurt so bad, way in the back—I just wish they would fall out."

Pat Edgar lives near Mary Young. He has been watching jets spraying over eastern Oklahoma since a sunny day in October 1997 when as many as 30 contrails gradually occluded a clear blue sky. "They look like they're playing tic-tac-toe up there," he says. "You know darn well it's not passenger planes."

Edgar has watched "cobwebbing stuff coming down" from the zig-zagging jets flying "all day long, line after line, back and forth, like furrows in a farm field". He also comments: "There is a lot of lupus in the area now. A lot of women have come down with it."

Edgar's father-in-law is a retired state judge. Today, Bill Ed Rogers runs out of breath after walking 20 feet to the bathroom. Climbing stairs, he says, "is directly out of the question". Rogers does not attribute his strange malady to the mystery jets. But neither he nor his doctors can explain his breathing difficulty, which began shortly after spraying began in November 1997 and is getting worse. The 57-year-old former judge was admitted to the Mayo Clinic last January when he thought he was experiencing congenital heart failure. Instead, he was diagnosed with severe

inflammation in his right lung, but a team of top surgeons was unable to pump an unidentified "Jello-like" fluid from his lung.

Before Pat Edgar sold his restaurant, customers came in complaining of airplanes "flyin' around all night" with "stuff comin' out of their wings". Edgar knows 48 people who have "come down violently ill, coughin' up blood for two weeks, or [with] real bad nosebleeds". As far as he's concerned, "it had to be something in that doggone plane that was spillin' out in the middle of the night".

A California dentist named Greg Hanford has been watching formations of jets lay down zigzag spray patterns over his Bakersfield home since 1996. After counting 40 or 60 jets on some "spray days", Hanford purchased a good camera and a pair of \$1,200 binoculars to keep an eye on the all-white jets that carried no identifying markings.

"It's really weird," Hanford says. "You think two jets are going

to hit each other—and then they make an 'X'."

The dentist has sometimes seen "furry globular balls" spread downwind in a long feather from the chemtrails left by the high-flying aircraft.

"Everybody seems to be getting sick from it," Hanford notes. "Hackin' and coughin'...you really get nailed with this stuff."

The dentist, many of his patients and two receptionists have repeatedly contracted severe respiratory infections. When the angry dentist called the local airport, the tower personnel told him there was nothing going on. The jets were "just commercial", undergoing "international flight training".

"Right," Hanford responded. "Is the FAA going to allow two jets to come at each other?"

Hanford's illness lingered for five months, despite courses of four different antibiotics.

A MILITARY WEATHER MODIFICATION WEAPON?

Are aerial tankers causing clouds to modify the weather? Tommy Farmer thinks so. Tracking chemtrails across the USA for more than a year, the former engineering technician with Raytheon Missile Systems has positively identified two of the most common spray aircraft tankers as Boeing KC-135 and Boeing KC-10, used by the US Air Force for in-air refuelling. The chemical sprayers are not engaged in any refuelling operations.

The only official Air Force explanation has been that "routine fuel-dumping" was making people sick in Las Vegas. But there is nothing "routine" about formations of Boeing tankers spraying fuel for hours.

Jet pilots say that their aircraft burn fuel so prodigiously, the only time it's vent is during an in-flight emergency shortly after take-off, when heavy aircraft must quickly reduce weight for landing.

Farmer notes that all the aircraft are painted either solid white or solid black, with the exception of two KC-135s which are in training colours (orange and white). No identifying markings are visible.

According to Farmer, the silvery strands resembling spider webs "usual-

ly fall in clumps or wads, ranging from pencil-eraser size to the size of a balled-up fist". Winds often whip the cobweb-like material into filaments as long as 50 feet. Farmer says the sticky substance "melts in your hands" and "adheres to whatever it touches".

Forrest McClure concurs. While patrolling the Denver Airport last November, this police officer spotted "fine filaments floating through the air...thousands of them, and some were 30 to 40 feet long".

Earlier that month, third-shift police officer Michael Cloutier "noticed the web-like stuff hanging from the power lines" in the main street of Anthony, a small cattle town in Kansas. "They came during the night, but couldn't last in the sunlight," officer Cloutier reported.

After becoming ill from his first contact with "angel hair", Tommy Farmer urges caution to collectors. Like Dr Greg Hanford and others exposed to the spraying, Farmer's ensuing

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sore throat and sinus infection lasted several months.

Farmer is "fairly certain the contrail phenomenon is one part of a military weather-modification weapons system". Unlike commercial cloud-seeding operations currently injecting silver iodine into rainclouds throughout the United States, the huge Xs being traced by formations of tanker jets in clear skies can be tracked by satellite and perhaps coordinated with the crossed beams of "ionospheric heaters" to heat the upper atmosphere, changing its temperature and density to enhance or mitigate storm effects.

Based in Gakona, Alaska, the joint US Navy and Air Force project known as the High-frequency Active Auroral Research Program (HAARP) has in the past several years been using phased array antennas to steer powerful beams of tightly focused radio waves to heat and 'steer' sections of the upper atmosphere.

HAARP's commercial patent, awarded in 1985 to MIT physicist Bernard Eastlund, claims that directed-energy beams of more than one billion watts can be used for "altering the upper atmosphere wind patterns using plumes of atmospheric particles as a lens or focusing device" to disturb weather thousands of miles away.

In an interview with this reporter, Eastlund admitted: "I had looked at using this intense beam, which can be angled, to do some experiments in terms of guiding the jet stream, moving it from one spot to another. I presume it is possible, which might lend credence to these other things."

Despite the Environmental Modification Convention—which prohibits the US and other signatories from the military use of environmental modification techniques—altering the weather remains a top US military priority.

A paper, "2025: Weather as a Force Multiplier", was presented by seven US military officers in August 1996 [see deBriefings this issue]. This US Air Force study outlines how, by using airborne tankers to seed the atmosphere and "by adding small amounts of energy at just the right time and space", US aerospace forces could "own the weather" by the year 2025. Among the desired objectives stated are "Storm Enhancement", "Storm Modification" and "Induce Drought".

The characteristic east-west aerial grid patterns are reminiscent of clouds that 'line up' with pulsed radio-frequency beams from ionospheric heaters such as HAARP. US Patent #4,253,190 demonstrates how a polyester resin "mirror" sprayed behind high-flying aircraft could be held aloft by the pressure exerted by HAARP-type transmissions. According to a researcher who desires anonymity, "the resulting electron-cyclotron resonance could form a mirror in mid-air by polymerisation of the sprayed precursors".

Could cobweb-like polymer strands, spun behind tanker aircraft—perhaps contaminated with a bio-agent to discourage handling or tracking of its dispersion—be formed in the cold reaches of the stratosphere, only to sublimate and disappear quickly in sea-level warmth?

HAARP's inventor Bernard Eastlund told this reporter that a paper presented to NATO in late May 1990 discussed the "Modification of Tropospheric Propagation Conditions" to thwart an enemy. According to Eastlund, the research study "went into details on how you could modify the atmosphere to absorb electromagnetic radiation", although he said his "original patents sug-

gested the same thing". HAARP's original patent-holder added that "recent work on polymeric additives for microwave absorption has been done for commercial curing applications, so the polymer fibres are available".

Joe "Six-Pack" Burton still wonders how hot-weather tornadoes formed over hilly country in Arkansas in the middle of January. Using a recently purchased video camcorder with 72-power zoom lens, the chemtrail-tracking Tennessean captured close-ups of spray planes just days before 38 winter tornadoes struck Arkansas on a single day. All told, some 90 twisters tore up Tennessee and three adjacent states.

The US Air Force says that other "routine" weather-modification missions seek to deploy "cirrus shields" formed by the chemical contrails of high-flying aircraft "to deny enemy visual and infrared surveillance". But this official 30-year forecast may be a smokescreen for operational cloud-forming capabilities.

Some investigators speculate that the enormously complex and costly spraying currently taking place over much of the USA, as well as parts of England and Australia, is an attempt to "mask" unsuspecting populations from intense solar flares or other upper-atmospheric activity. But intense gamma rays and X-rays striking Earth from massive solar flares are unaffected by cloud cover.

Another problem with these theories is that as aerial spraying intensifies across the USA, HAARP has been shut down and its February research program moved to March after a smaller companion ionospheric heater in Arecibo, Puerto Rico, suffered hurricane damage.

BIOCHEMICAL WARFARE OVER AMERICA?

Pat Edgar and many other Americans are uneasy over the ongoing aerial experiments and the intense secrecy surrounding them. Mindful of the words of former National Security Council head Henry Kissinger and CNN mogul Ted Turner, who along with other statesmen have called for an immediate reduction in world population to 500 million or fewer, Edgar believes that "they're gettin' ready, practising" for some kind of mass population cull.

Edgar joins Americans who worry that whoever's behind the mystery spraying just has to "come up with something a little stronger later on". "It's just a guess," he says, "but it sure seems weird. They have a mission. They go back and forth all day. Hey, man, I'm talkin' hundreds of contrails in a day! It's unbelievable. Like furrows in a farm field."

Unofficial confirmation of 'spooky' activities came soon after my first two "Contrails over America" stories were sent to news agencies worldwide by the Environment News Service. Managing Editor Jim Crabtree called from Lake Havasu, California, to inform me that ENS subscriber sign-ups had nearly doubled.

"Some of the newbies," Crabtree confided, "include creepy-crawlies from the FAA, Air Force in the Pentagon, National Security Agency, Centers for Disease Control...and suspicious 'ops'-type addresses with '.gov' and '.mil' subdomain names."

Then—as formations of unmarked tanker aircraft continued to criss-cross American skies on a mission authorities refuse to disclose—an independent laboratory identified one component of the spray drifting over cities and the countryside.

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Chemtrail investigator Elora Gabriel learned that samples of oily fallout collected by farmers, truck drivers and pilots in Maryland and Pennsylvania were tested by Aqua-Tech Environmental of Marion, Ohio, in September 1997 and found to contain ethylene dibromide (EDB). This extremely hazardous pesticide was banned by the US Environmental Protection Agency (EPA) in 1983.

But, in 1991, the composition of jet fuel used by commercial and military jet aircraft in the US was changed from JP4 to the somewhat less flammable JP8. A Department of Defense source says the move "has saved some lives" in air crashes. Ethylene dibromide happens to be a key component of JP8.

The 1991 edition of *Chemical Hazards of the Workplace* warned that repeated exposure to low levels of ethylene dibromide results in "general weakness, vomiting, diarrhea, chest pains, coughing and shortness of breath, upper respiratory tract irritation" and respiratory failure caused by swelling of the lymph glands in the lungs. "Deterioration of the heart, liver and kidneys, and hemorrhages in the respiratory tract" can also result from prolonged contact with JP8.

According to the EPA's hazardous materials list: "Ethylene dibromide is a carcinogen and must be handled with extreme caution." A seven-page summary of this pesticide's extreme toxicity warns that EDB may also damage the reproductive system. The EPA also cautions: "Exposure can irritate the lungs; repeated exposure may cause bronchitis, development of cough, and shortness of breath. It will damage the liver and kidneys."

Mark Witten, a respiratory physiologist at the University of Arizona in Tucson where an official US Air Force study on JP8 was carried out, told *Scientist* in March 1998 that crew chiefs "seem to have more colds, more bronchitis, more chronic coughs than the people not exposed to jet fuel".

EDB is 6.5 times heavier than air. Unlike normal contrails, the thick, white streamers being sprayed from downward-pointing tailbooms over at least 40 states do not dissipate, but spread into an overcast that refracts a purple colour in sunlight and appears suddenly as an oily film in puddles and ponds.

RESPIRATORY & AUTO-IMMUNE EMERGENCIES

Hundreds of photographs and videotapes made by ground observers show pairs or larger formations of aircraft spreading a white mist that thickens and drifts toward the ground. More than 200 eyewitnesses, including police officers, pilots, military and public health personnel, have provided detailed accounts of aerial spraying in characteristic Xs and east-to-west grid patterns, followed by occluded skies—and acute auto-immune reactions and respiratory infections throughout affected regions.

Severe headaches, nosebleeds, shortness of breath, joint pain and dry, hacking coughs that "never leave" are being reported by countless Americans jamming hospital emergency rooms from coast to coast. While December and January are traditionally bad months for asthma sufferers, patients, doctors and nurses across the US report hospital wards filled to overflowing with bronchitis, pneumonia and acute asthma admissions at up to twice the normal winter rates.

Early last January, the *News and Observer* of Raleigh, North Carolina, reported that respiratory admissions to Durham regional

hospital jumped from the usual 184 patients a day to 247.

In New York City, doctors have been calling a flood of respiratory cases "an epidemic". "We have people double- and triple-parked in the ER on stretchers," Dr Elliot Friedman, Associate Director of Emergency Medicine at Jamaica Hospital Medical Center in Queens, told the *New York Times* on 31 January. "And there have been times when upwards of 40 people have been admitted but are waiting for someone to be discharged," Friedman added.

"This high fever is not typical of other flus," Dr Sigurd Ackerman, President of St Luke's-Roosevelt Hospital Center told the *Times* shortly after a TV cameraman panned up to frame lingering X-shaped contrails over Times Square.

Dr Robert Saken, a partner in the Soho Pediatrics Group, told that newspaper: "It was surprising to me how sick they got and how quickly it happened."

Dr Ilya Spigland, Montefiore Hospital's Director of Virology, doesn't know the reason for the sudden epidemic of respiratory cases. Spigland told the *New York Times* that it is "very possible that the increase in respiratory infections may not be due to the flu".

That same day in Lake Havasu, California, headlines in *Today's News Herald* announced: "Victims curse unnamed bug, but can't call it the 'flu'." MD Mary Lou Callername told the *Herald* that a nameless virus is bringing at least 10 patients a day into her office and driving some into the hospital, but that "laboratory tests show only a few are suffering from Type A or other identifiable strains of influenza".

The previous weekend, after San Francisco resident Curtis Schumann noticed "sky grids in the making" and

Melanie Zucker watched nine contrails being woven over Berkeley, local TV stations reported Bay Area emergency rooms inundated with flu-like cases.

In Seattle, one resident reported: "I've lived here for 26 years, never seeing this number of contrails at once." And pneumonia patient Lowell Barger told ENS that in the hospital where he was admitted in late January, "their respiratory ward was overflowing with people, and they were having to put respiratory patients in other wards".

At that time, a resident of Spokane listening to a police radio scanner told ENS that he'd heard "many rescue calls for people with breathing difficulties".

In Palmyra, New Jersey, shortly after Lucrecia Moon watched unusual lingering contrails outside a McDonald's restaurant, a nurse reported "many people ill".

Similar chemtrails sightings have been reported over Phoenix, Arizona. According to the 28 January 1999 edition of *Arizona Republic*: "The incidence of bronchial problems in Phoenix this month is 237 hospitalizations versus last year at 160 or so."

At the same time, hospitals in Portland, Oregon; Marietta, Georgia; Chandler, Arizona; Bakersfield, Santa Cruz, Redding and Salinas, California—and other cities across America—were jammed with bronchitis, pneumonia and other acute respiratory cases after repeated spraying. Cobweb-like fallout was also reported in those regions.

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Pennsylvania resident told me. "It's just total saturation."

As overfilled Pennsylvania hospitals were forced to divert respiratory emergencies to other facilities with bed space, another south-central Pennsylvania resident, Deborah Kammerer, looked out her window and watched aircraft that were "flying and dispersing over the city". She commented: "It was supposed to be a clear, sunny day. It became more overcast as the day progressed. I observed how the white trails widened out and settled down, creating a haze over everything."

South Florida resident Karen Okenica has watched on several occasions as contrails "...criss-crossed or ran parallel to each other. They did not dissipate, but got thicker and stayed in the sky for quite a while." Okenica said she became frightened after gazing through Nikon binoculars and noticing an all-white jet with "plumes" coming from the rear of the plane.

In early December 1998, local newspapers reported that Bethesda Memorial and Delray Community hospitals were full and could not accommodate any more patients.

The *Philadelphia Daily News* of 7 January 1999 reported: "Emergency Room patients overflowed into the hallways at West Jersey Hospital in Berlin, New Jersey, and ambulance crews were temporarily diverted to other institutions as a wave of respiratory illnesses swept the area." At Northern Westchester County Hospital, "there was a 24-hour waiting period to get in".

In Manitou, Michigan, Registered Nurse Kim Korte was driving north on M52 when she noticed "stripes" in the sky. "It appeared as if someone took white paint on their fingers and from north to south ran their fingers through the sky. These contrails were evenly spaced and covered the whole sky," from east to west.

Within 24 hours, Korte became very weak and feverish. The RN said that after her boyfriend told her that many in his family had started coming down with the same complaints, she started noticing a lot of her patients and their family members "were coming down with these symptoms at the same time". On checking with her colleagues, the former hospital supervisor learned that other nurses and physicians were complaining of being "extremely busy

with respiratory diagnoses".

In Austin, Texas, Richard Young reported that "The skies here are filled almost daily with trails crossing each other", and a school nurse told a worried parent she had seen over 100 sick children in a single day.

A GLOBAL WEB?

Americans are not alone in their anxious suffering. After lingering contrails and cobweb-like fallout were reported over London and Birmingham, England, the BBC reported on 14 January that more than 8,000 people—mostly elderly—had died from pneumonia and other respiratory complications in the last week of December 1998 and the first two weeks of January 1999.

According to the BBC, in early January 1999 more than 97,100 people in England and Wales were stricken with respiratory ailments in a single week—almost double the usual rate. Ambulance services in the Greater Manchester and Mersey regions were each answering more than 1,000 calls every day—almost twice the norm. Norfolk and Norwich suffered such a surge

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in unexpected deaths that a refrigerated semi-trailer capable of holding 36 bodies was pressed into service as a temporary morgue.

In addition, on 11 August 1998, *USA Today* reported dozens of residents of Quirindi, NSW, Australia, "swearing they saw cobwebs fall from the sky" after unidentified aircraft passed overhead.

BIO-AGENT DISPERSAL TRACKING

As this issue goes to press, this author has learned that there may be a bacteriological component to the spray that is sickening so many.

An *Unexplained Mysteries* television special on the strange cobwebs, which was aired in late 1998, described "human white blood cells" present in the fallout. A follow-up TV report on William Wallace, aired by Seattle Channel 4 TV in February 1999, referred to researchers finding *E-coli* bacteria in the spray.

While not lethal in themselves, these "markers" could be used to make populations sick enough to seek medical attention—allowing them to be tracked by

authorities intent on mapping bio-agent dispersal patterns.

According to Dr Lyman Condie, chair of the Virtual Proving Ground at the US Army's Dugway biowarfare testing centre, computer-derived Atmospheric Dispersion Models used to simulate the spread of bioweapons in the open air must be validated by "field test data" involving Man in Simulant Tests (MISTs). According to Dugway's website, testing on live human subjects provides "a far more realistic and believable simulation".

MIST is supposed to use properly garbed and informed test subjects. But in 1950, a US Navy vessel released a supposedly harmless bacterial agent upwind of San Francisco. At least three people died. In 1966, the US Army released another biological "marker" in the New York City subway system. As detailed in my book, *Scorched Earth*, other open-air biowarfare tests were carried out over Elgin Air Force Base in Florida. A 1997 biowarfare experiment in Maryland turned up symptoms similar to those suffered by so many Americans today—including severe headache and acute respiratory problems.

Meanwhile, the Centers for Disease

Control in Atlanta is asking Americans to participate in a nationwide "flu"-tracking study by calling 1-800-I-Got-Flu. Applicants must qualify for the study by exhibiting specific symptoms within a certain time frame, and living within a 35-mile radius of exposure. The study requires blood tests administered during five visits, spread out over many more weeks than the normal course of influenza.

My investigation continues.

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William Thomas is an independent, award-winning journalist and documentary producer, specialising in environmental reporting. A Navy veteran, he is also a long-time peace and environment activist. He lives in British Columbia, Canada. Thomas co-founded and worked with the Gulf Environment Emergency Response Team which helped clean up Kuwait after the Persian Gulf War. He is the author of *Scorched Earth: The Military's Assault on the Environment* and *Bringing the War Home*, about the aftermath of chemical warfare in the Gulf War (reviewed in NEXUS 6/01 and 5/04).